

No. 797 Survey held at Glasgow Date 6th January 1840 797  
on the New Ship "Hindostan" Master John Campbell Junr  
Tonnage 582.5 m. Built at Glasgow When built 4th January 1840  
By whom built John Scott & Sons Owners John Scott & Sons  
Port belonging to Glasgow Destined Voyage China to Bombay  
If Surveyed Afloat or in Dry Dock On Shocks

Length aloft.....<sup>Feet.</sup><sub>128</sub><sup>Inches.</sup><sub>50</sub> Extreme Breadth Amidships <sup>Feet.</sup><sub>27</sub><sup>Inches.</sup><sub>70</sub> Depth of Hold .....<sup>Feet.</sup><sub>21</sub><sup>Inches.</sup><sub>---</sub>

**Scantlings of Timber.**

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	14		
Floors..... sided	13 1/2	Moulded	14
1st Foothooks.....	12	"	12
2nd Ditto.....	11	"	10 1/2
3rd Ditto.....	10	"	9
Top Timbers.....	9	"	4 1/2
Deck Beams..... Number of <u>25</u>	11 1/2	"	11 1/2
Hold Beams..... Do. do. <u>18</u>	13 1/2	"	13 1/2
Keel.....	13 1/2	"	14 1/2
Kelsons.....	14 1/2	"	17 1/2

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	4	Foot Waling.....	4 1/2
Bilge Planks.....	5 1/2	Bilge Planks.....	5 1/2
Bilge to Wales.....	5 1/2	Ceiling in Flat.....	3 1/2
Wales.....	5 1/2	Ditto Bilge to Clamp.....	3 1/2
Topsides.....	3 1/2	Hold Beam Clamps <u>2 Strakes</u>	1 1/2
Sheer Strakes.....	4 1/2	Deck Beam Ditto <u>2 Strakes</u>	4
Plank Sheers.....	4	Ceiling 'twixt Decks.....	3
Water-ways.....	4 1/2	Hold Beam Shelves.....	1 1/2
Upper Deck.....	3 1/2	Deck Beam ditto.....	5 1/2
		Lower deck Spukitting <u>2 Strakes</u>	4 1/2
		Upper do. <u>2 Strakes</u>	3 1/2

**Size of Bolts in Fastenings.**

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1 1/2	Bolts thro' the Bilge and Foot Waling.....	1 1/2	Hold Beam.....	1 1/2
Scarphs of Keel..... N°.	1 1/2	Butt End Bolts.....	1 1/2	Deck Beam.....	1
Floor Timber Bolts.....	1 1/2	Lower Pintle of the Rudder.....	1 1/2		
Kelson ditto.....	1 1/2			same in Iron above the Copper.....	1 1/2
Transoms and throats of Hooks.....	1 1/2				
Arms of Hooks.....	1				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 1/2 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British & African oak and are free from all defects.

Her Floors and first Foothooks are composed of British oak Timber.

Her other Foothooks and Top Timbers of British oak

Her Shifts of the first and second Foothooks are not less than 4 ft 6 in to 4 ft 9 in N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Good

The Frame is all well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is all very well squared.

The alternate Frames are all bolted together. to Gunwale

The Butts of the Timbers are close together; their thickness not less than 3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Cross chocked and full Butts dowelled

The Main Kelson is composed of African oak and the False Kelson of African oak

The Scarphs of the Kelsons are not less than 4 feet inches.

The Deck and Hold Beams are composed of British & African oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Gumbee Rock Elm

From the first Foothook Heads to the Light Water Mark of American & British & African oak

From the Light Water Mark to the Wales of African & British oak

The Wales and Black-strakes are of African & British oak

The Topsides of African & British oak

The Sheer-strakes of African & British oak Decks, and state of, Yellow Pine new

The Gunwales of African oak Water-ways of White Pine

The Shifts of the Planking are not less than 5 ft 6 in Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought three between.

**Planking Inside.**—The Clamps are composed of African oak the Stringers of African oak

The Bilge Planks of African oak and the remainder of the Ceiling of African & British oak

**Fastenings.**—To Hold Beams Iron lagging three on chocks in square body, double lagging British oak knees in beam bodies

Deck Beams Double lagging British oak knees with Stinger, and 32 Diagonal Iron hanging knees, ails running well down

Number of Breasthooks one below main beam Pointers two British oak Crutches two Iron

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling Yellow Metal bolted through and clenched. footwaling Iron bolted into each timber

General Quality of Workmanship Very Good

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name John Scott & Sons

Surveyor's Name John Scott & Sons



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Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	27 1/2	Chain .....	4 1/2	3	Bower, 8'
2	Fore Top Sails,	40	Hempen Stream Cable.....	10	1	Stream,
2	Fore Topmast Stay Sails,	45	Hawser .....	4	2	Kedge, 5'
1	Main Sails,	45	Towlines .....	5		All of proper weight.
2	Main Top Sails,	20	Stream Chain.	1 1/8		
		45	Warp .....	4 1/2		
and	will found in other Sails		All of	good	quality.	

Her Standing and Running Rigging is all new sufficient in size and good in quality.

She has a Long Boat and Polly Boat & Gig

The present state of the Windlass is good with Capstan two good and Rudder good

Two V. G. & Co's Patent Anchors

Four lead Pumps good

**General Remarks—Statement and Date of Repairs.**

Said on in April 1839; Launched 4<sup>th</sup> January 1840; Surveyed at the three prescribed periods, and at other times specially while building. Frame all English and Welsh oak of good quality, and very well squared, joints of timbers good, third futtocks running up to Gunwale. Built wholly in frame, all cross, checked, or full, bolts dogged. Planking and Beiling, of good quality, well wrought, and shifted. Three, between throughout number of Beams as described, well secured with wood flogging knees, Horizontal Iron knees, with spungers, and diagonal handspike Iron knees to each Beam in both keels, having an eye to each, under the Beams, taking a bolt in the timbers before, or abaft, the Beams, as well as one immediately under Beam ends; Sails of knees to hold Beams, down 10 1/2 feet in length; Yellow Metal, bolts bolted through, and clenched on rings; Bilge bolts of Yellow Metal, into each timber, from the after part of foremast to the after part, of the after hatch, through and clenched on rings; Main bolts through each floor, and clenched on rings on Main Rail, of Yellow Metal; Two British oak pointers aft, and two pair of Iron Riggers there; the Wing and Rider Transoms, diagonally Iron Knees to the sides, securing well the stem frame to after body; - The Workmanship throughout very good, and her stores and furnishings very complete, and of the best description. - Special Survey fee £21.5.5. Paid

If Sheathed, Doubled, or Felted, Sheathed with Pine from Wales to about five feet down amidships

and Date when last done and Yellow Metal to the Wales over Paper in January 1840

And no of opinion this Vessel should be Classed "A 1"

The Amount of the Fee.....£ 5 : 5 : - is received by me,

John R. Green

Committee Minute 25<sup>th</sup> Febry 1840

Character assigned A 1 for 12 May

HS

and



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